

"To care for him who has borne the battle, and for his widow and orphans."

## The National Tribune

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JOHN McLEROY, Editor.

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NOTICE.

When you send in your subscription

always state whether renewal or new

subscriber.

When you renew from another post

office give former address as well.

When change of address is desired be

sure to give former address.

What a wonder the moon would be

if she visited us only once in 75 years.

The New York people are now luxuri-

ating in Florida peaches.

The Pennsylvania Food Department

warns grocers against the deadly in-

fect and counsels them to enter upon a war

of extermination.

What is this about the natural good-

ness of Philadelphia men? One of

them has been arrested for stealing the

metal roofs from churches.

Like a great many men, Halley's

comet has suffered badly in reputation

when it really got to the front of the

stage.

The National Retail Grocers' Association

in convention assembled has de-

clared in favor of a reduction of oleo

tax, against higher freight rates and

against the parcels post.

A negro at Somerville, N. J., went

crazy because the comet did not strike

and destroy the earth. No telling where

he would have gone had things come

out as he predicted.

To those interested in the history and

derivation of surnames that of Un-

glauk, the baseballist, is very interest-

ing. It is German, meaning "unbelief"

or "disbelief."

Comrade John R. King, Past Com-

mander-in-Chief, G. A. R., will deliver

the Memorial Day speech at Smiths-

burg, Md. The ceremonies will be

under the auspices of Capt. Adam B.

Martin Post.

Physicians have properly ridiculed

the idea of a decaffeinated coffee. Caf-

fein is all that there is in coffee to give

it its value. When this is extracted it

is worth no more than bran as a bever-

age.

In Germany farmers send butter and

eggs to their customers by mail. The

Government charges are based on

length of carriage, but in France the

parcels-post rates are the same all over

the country.

New Zealand is showing good taste

as well as good business sense in im-

porting American trees for reforestation.

There is nothing in the world finer than

our noble oaks, hickories, ashes, wal-

nuts, pines, maples and elms.

The Board of Food and Drug Inspec-

tion has been investigating the practice

of coating chocolate and other con-

fections with shellac and other gums, and

has specifically warned manufacturers

to desist from this injurious practice.

Gen. John C. Black will deliver the

Memorial Day address at Faneuil Hall,

Boston. This is quite a compliment,

but a deserved one, for an orator of Na-

tional reputation to occupy a rostrum

which has been held by the greatest

orators of the Nation.

The annual report of the American

Sugar Company shows a small de-

crease in profits for the past year, but

still a handsome margin on the right

side of the ledger. The average price

of sugar was lower last year than the

year before, but an advance came too

late in the season to be taken advantage

of. There was an increase in the

output of 281,862 bags during the year.

The pure-food agents are after Lithia

water, which they say does not con-

tain sufficient lithia to make it of any

medicinal value. Possibly this is draw-

ing the thing a little fine. Lithia water

is mainly valuable in inducing the peo-

ple to drink an unusual quantity of

pure water. The amount of lithia in it

is not therefore of great importance.

Jefferson County, W. Va., of which

Charlestown is the County seat, has

awarded a contract for the erection of

markers to designate the skirmishes

and battles which took place in the

County. There will be 25 of these of

granite concrete, each four feet high.

On one side of the shaft will be the

Confederate flag, a band of blue and 13

red stars.

The evidence brought out by the in-

vestigations is decidedly against the

bleaching process for flour. While this

may give the flour a whiter look, it

destroys to a great extent the sweet

flavor and rich aroma of the bread, and

is especially noticeable in hot bread

when broken open for use. The

bleached flour always gives a dull, life-

less color to the bread, which is not

pleasant to the eye.

## NEW FLORIDA COLONY.

Florida is attracting serious attention for purposes of responsible investment and the development of its great natural resources. From time to time in recent years successful effort has been made to attract people of moderate or small means, and communities have sprung up representing hundreds of thousands of dollars in value, where there was practically no value before the development commenced. One of the best and most recent examples of this is to be found in the St. Cloud Colony, Florida, where on the 15th day of August, 1909, there were no houses and no people, excepting the surveying parties in charge of the laying out and development of the property. To-day there are more than 500 houses, including a fine two-story brick bank building, the home of the First National Bank of St. Cloud; a three-story solid brick hotel containing all modern conveniences, with 50 bedrooms; a two-story brick post office, printing office, and a large brick power-house, in which is being installed an electric-light plant, an ice plant, and pumping machinery for artesian water supply—all of which provide modern conveniences for a town which to-day boasts a population of 3,000 happy and contented people, far removed from the trials and tribulations which necessarily beset those of slender means in a Northern and more rigorous climate. The property in this Colony was offered on terms very similar to those which we present herewith. The offer was rapidly taken up, and it is an indisputable and demonstrable fact that an investment of \$100 has shown within a period of six or eight months an increase in some instances in value of more than \$1,000; and there are very few cases which have not shown an increase from 100 to 800 per cent.

There is nothing more important in the formation or establishment of such communities than to select with due care the applicants for the property, in order that undesirable people may be kept out, and afford no one a chance to get in unless of the right stamp as to character and habits.

A large tract of land has been secured and negotiations are under way for the purchase of another large tract of land, which when completed will make this one of the largest and most attractive propositions in the State of Florida. As soon as these negotiations are completed we will be prepared to announce the locality and give other important information which will be of great interest and value to our subscribers. It is enough to state that the location will be one of the most desirable in Florida on account of its proximity to one of the most beautiful harbors on the coast.

The land is well watered, but not swampy, and is unusually fertile and productive. In the summertime it is cool and pleasant, in comparison with many other sections, and is used as a Summer resort to a very considerable extent by Southerners, and as a Winter resort by Northerners.

Here you find large oyster beds and the finest kind of salt-water fishing. There are fresh-water lakes and streams on the property, abounding in many varieties of fish; there is also game in abundance—all sufficient to supply the needs of a large community, and the sports of gunning, fishing, boating, etc., can be carried on here to greater perfection than probably any other part of Florida. The conditions are altogether delightful and such that a comfortable and luxurious living can be made here with but little effort or expense.

Arrangements are now being made to complete the construction of a railroad which will be about 200 miles in length, and will pass thru several important towns, making connection with all the large and principal railroad systems in the South. A considerable portion of the first 50 miles is now completed, and there are several additional miles graded and ready for ties and rails. This first 50 miles of road runs thru the properties above referred to, and after its completion will connect with a large trunk-line system, which will give immediate and direct communication with all points North, East and West.

Its southern terminal will be located on a beautiful harbor with sufficient depth of water to accommodate the largest vessels afloat. The advantage of the deep water terminal will be of vast importance to the railroad, providing it with a large amount of import and export business; and when the Panama Canal is finished this will be largely increased and will add immensely to the freight and passenger traffic of the railroad, as well as the building up and developing of the townships and farming country surrounding the same.

This railroad, like all others, will be financed and built with money obtained in the usual way, which is by the sale of its bonds, but with this difference—instead of selling to banks and foreign syndicates, to be distributed afterwards by them to the small investors, the bonds will first be offered to the purchasers of the land which it is proposed to sell in small tracts to actual settlers.

Every one familiar with railroad building is aware of the fact that railways are always built either where there is an existing demand, or where the conditions are such that the construction of a road is a necessity for the development of the country thru which it passes, or, as is many times the case, to take care of the outgoing and incoming business at our ports. Railroad men realize that it is wise to build a road with a view to the future, knowing that settlements and communities are certain to spring up where there is transportation. This result has proved itself inevitable in every instance.

Where railroads are built with a view to opening up unoccupied territory, they have been successful and have created millions upon millions of values where none existed before their advent. This fact alone is a sufficiently strong argument in favor of taking up an undeveloped property which is capable of improvement and which will have an earning capacity equal to that of many of the best sections in the United States; and still more important is the fact that thousands of families can secure a home and live in comparative ease and comfort, financially and physically, who might otherwise be, and most probably are, engaged in a fruitless pursuit of health and happiness in crowded tenement houses in our large cities, and many others who are wasting their time and substance in cultivating the soil in the cold, inclement districts of the North.

Congestion in our cities and the rigors of the Northern climate cause great discontent, and the only true antidote is emigration to the more salubrious climate and localities to be found in the South.

The following proposition will not only insure the development of the large tract of land proposed for settlement by covering the same with small and well-cultivated farms and the building up of at least two important cities, but will eliminate the usual large commissions paid to banks and underwriting syndicates, and presents a most favorable opportunity to acquire at a small cost a home in a most delightful climate, and also a substantial and permanent income-producing investment.

As stated before, all railroads are built by the sale and purchase of their bonds, either by speculators or permanent investors. Realizing that the usual denomination of railroad bonds (\$1,000) is beyond the capacity of the average small purchaser or investor, we have decided to divide each \$1,000 bond into denominations of \$100 each, bearing interest at five per cent per annum. This \$100 interest or participation in the \$1,000 bond will be conveyed to the purchaser by a Trust Certificate, properly certified to and issued by a National Bank or Trust Company, and secured by a first mortgage on the railroad, its rights-of-way and equipments. Each certificate will be sold for \$125 cash, and will carry with it, as a bonus, a deed conveying a clear and unencumbered title to a building lot, 50 feet by 150 feet, in a townsite and a plot of five acres of farming land outside of the townsite. Two such certificates and two town lots and two five-acre plots for \$250; three certificates, three lots and three plots for \$375; and in the same manner up to 10 certificates with 10 lots and 10 five-acre plots of ground, which will be the limit of purchase allowed to any one subscriber. This will allow the purchaser of two or more five-acre tracts of farming land to have all his plots adjoining each other, and at least from two to four of his town lots adjoining.

ONE HUNDRED AND TWENTY-FIVE DOLLARS will give the purchaser a five per cent first mortgage interest-bearing certificate in a railroad, and a valuable piece of farming land and a town lot in addition thereto, either of which, within a short space of time, will be worth more than his original investment.

To those who wish to secure land without bonds we make the following proposition, which will be promptly withdrawn as soon as 2,000 subscriptions have been received:

One town lot, 50x150 feet, and a five-acre tract of farming land outside the townsite	\$60.00
Two town lots and two five-acre tracts, the latter constituting a solid body of 10 acres	\$120.00
Three town lots and three five-acre tracts, the latter constituting a solid body of 15 acres	\$180.00
Four town lots and four five-acre tracts, the latter constituting a solid body of 20 acres	\$240.00
Five town lots and five five-acre tracts, the latter constituting a solid body of 25 acres	\$300.00
Six town lots and six five-acre tracts, the latter constituting a solid body of 30 acres	\$360.00
Seven town lots and seven five-acre tracts, the latter constituting a solid body of 35 acres	\$420.00
Eight town lots and eight five-acre tracts, the latter constituting a solid body of 40 acres	\$480.00
Nine town lots and nine five-acre tracts, the latter constituting a solid body of 45 acres	\$540.00
Ten town lots and 10 five-acre tracts, the latter constituting a solid body of 50 acres	\$600.00

Remember that we are offering only a limited number of lots and tracts at the above price, and that those who wish to get in on the very ground floor must act at once.

Send check, post-office money order or New York draft to THE NATIONAL TRIBUNE, Washington, D. C., and receipt will be issued to you by THE NATIONAL TRIBUNE and deposit of money acknowledged thereon by the National City Bank, of Washington, D. C.

THE NATIONAL TRIBUNE, Washington, D. C.

## OUR SUPER-BREADNAUGHT.

The launching of our greatest sea fighter, the Florida, immensely strengthens our power upon the ocean. The Florida is the most formidable battleship now afloat, and as at the time of her launching, she was two-thirds completed, she will soon be ready for any duty that the country needs of her. It is pointed out that if she had existed in the days of the Invincible Armada she could have not only destroyed it, but all the other fleets in the world added to it. Her secondary battery alone would have destroyed all of Nelson's ships in a few minutes. She can throw at one broadside more metal than all of the ships which Dewey led into Manila Bay 12 years ago. The New York American makes this comparison of the Florida with the latest ships put afloat by other powers:

"FLORIDA (American)—Length, 520 feet; displacement, 21,825 tons; equipment, 10 12-inch guns and 8 four-inch guns; speed, 21 knots; horsepower, 28,000; cost, \$10,000,000.

"COLLOSSUS (British)—Length, 545 feet; displacement, 23,000 tons; equipment, 10 12-inch guns and 8 four-inch guns; speed, 21 knots.

"NASSAU (German)—Equipment, 16 11-inch, 12 6.6 to 8.75-inch guns; displacement, 19,000 tons; speed, 19.5 knots.

"AKI (Japanese)—Equipment, four 12-inch, 12 10-inch, and eight six-inch guns; displacement, 19,800 tons; speed, 20 knots.

While the latest British ship is 20 feet longer than the Florida and has practically the same batteries, yet our ship is stronger in some particulars. The Florida exceeds by 1,825 tons the North Dakota, and is three and one-half feet longer and three feet greater in beam. Both ships have 10 12-inch guns, mounted in five turrets on the center line, but the Florida will have two more five-inch guns in her secondary battery. While the Florida's contract calls for a speed of 20.75 knots, it is expected that she will exceed this, as the North Dakota and the Delaware did by a knot or more. Her hull is divided into compartments on an improved plan which it is thought will prevent any serious disaster from torpedoes. Her motive power will be Parsons turbines working on four shafts and developing 28,000 horsepower. The rapid construction of the ship has been a triumph for Naval Constructor William J. Baxter, who laid her keel March 9, 1909.

## THE EPISCOPAL CHURCH AT ST. CLOUD.

The Right Rev. Dr. Wm. C. Gray, Episcopal Bishop of Florida, was in Washington last week. He is deeply interested in St. Cloud, which he thinks one of the most wonderful communities he has ever seen, and has been to the colony several times, holding services and doing much for good among the Episcopalians settled there. There are probably from 100 to 150 communicants, and those who have Episcopal leanings in the colony, and a church is to be built for them.

Rev. D. D. Kidd, a clergyman of learning and pious zeal, lives at Narcoossee, and holds services every fifth Sunday at St. Cloud. He also has monthly services and services in the evening during the week. It is anticipated that he will take up his residence at St. Cloud and become the rector of the church. The Seminole Land and Investment Company has given the Bishop three fine lots for a church, with the location of which he is much pleased.

Bishop Gray is much interested in all the people at St. Cloud, whom he finds of an unusually high class, and takes much pleasure in visiting them and becoming well acquainted with them. At his last visit he was much impressed by Maj. Taft, a veteran 90 years old, who had established a pleasant home and works around it daily, beautifying and improving it. There are others approaching the same age, and all feel that their lives have been lengthened by their removal to Florida.

The Douma is proving as repressive of States Rights in Finland as the Czar. The bill now before the Douma, and which will likely pass, restricts the Finnish Diet to strictly local matters with the decision lying with the central Government as to what are general and what are local. The Imperial Government will reserve the right of dictation of the language to be used in Finland, the preservation of peace and order, the management of the schools, of public meetings and of freedom of the press. There will be mighty little left for the Finnish Diet, except the collection of taxes.

"Aerodrome" is a new word which has come to take a permanent place in our language. Properly speaking, Aerodrome would mean an air race, or a mechanism for flying or gliding on the air. From "aero" we have "air," and from "dromeas," "swift," or to run. Our word dromedary comes from this, being a camel intended for rapid travel and different from the camels used for freight carrying. Dr. A. Graham Bell uses the word for any flying machine, while others are using it for the building in which the airplanes are housed.

An illustration of the comparative mortality of Northern and Southern prisons is furnished by the statistics in regard to Johnson's Island. The Confederates have had much to say as to their sufferings and privations in that prison, but it appears that they were all comfortably housed in barracks and each man given a tick and blankets for his bunk. This is in marked contrast to Andersonville. There were altogether over 10,000 Confederates confined on Johnson's Island, of whom only 220 died.

The 43d Encampment of the Department of Vermont, G. A. R., will be held in Montpelier, Thursday and Friday, June 16 and 17, and will be convened in Army Hall, June 16, at 10 o'clock a. m. By command of A. B. Franklin, Department Commander.

Denver flatters herself that the census will show her to have 220,000 population, and Colorado more than 1,000,000.

## THE MONUMENT TO GEN. CUSTER.

Wm. O. Lee, President Custer's Michigan Cavalry Association, sends us a program and other particulars of the great occasion at Monroe, Mich., June 4, when the Custer monument will be unveiled. All the members of the Michigan Cavalry Brigade will be received by the people of Monroe, Mich., as welcome guests, and will be provided with free eating and lodging for two days. President Taft and Mrs. Custer will be present, and there will be a great gathering of veterans and distinguished men from all over the country. Special rates have been made at one and one-half fare for a round-trip ticket over the Lake Shore & Michigan Central Railway. In addition to the Michigan cavalrymen survivors of the 2d Ohio, 1st N. H., 1st Vt., 1st, 2d, 3d, 4th, 5th, 10th, 11th, 12th and 13th N. Y., 3d N. Y., 18th Pa., 3d Ind., 1st, 2d and 4th U. S. Va., 7th U. S. Cav., Battery M, 4th U. S. L. A., Batteries B and L, 3d U. S. Art.; Battery C, 7th and K, 3d U. S. Art., are especially invited to be present. All are requested to wear the red necktie made famous by Custer's rough riders. Among the speakers expected are Gen. D. McMillan, who commanded the Cavalry Division at the battle of Gettysburg; Gen. Whittaker, Gen. Custer's Chief of Staff, and who returned to Gen. Lee Custer's compliments on receiving Lee's flag of truce at Appomattox; Gen. Pennington and Woodruff, commanders of Battery M of Custer's command; Gen. James H. Kidd, who at one time commanded the brigade; Gen. A. C. Litchfield, Col. W. D. Mann, George G. Briggs and other eminent veterans. Col. Briggs will give a history of the monument, and the monument will be unveiled by Mrs. Elizabeth B. Custer. President Taft will make an address and Senator William Alden Smith deliver an oration. Gen. Whittaker will read Gen. Custer's military record, and Will Carleton, the noted household poet, will recite an original poem. The statue will be presented to Monroe by the Governor of Michigan and received by the Mayor of the city. Bishop Charles D. Williams, of Detroit, will pronounce the benediction.

## TAKING SILVER OUT OF POLITICS.

There is a silver movement in the West with which The National Tribune is in hearty sympathy. It is an organization of leading men of Colorado to bring about a greater consumption of silver by its increased use in household ware and decorations. This is logical and sane, and should have the assistance of every one. It is the way that other business men work to develop the market for their products. A little of the effort expended in agitating the use of silver would be infinitely more productive if devoted to cultivating a public taste for toilet and table articles made of silver and other uses for the precious metal. If this should become the fashion for every family to have a complete set of silver spoons there would be a greater market for silver than the mints could offer. What has made India and China "the grave of the precious metals" is the fashion there of making anklets and bracelets for the women of silver. What did most to depreciate the value of the metal was that repeated famines and shortage of crops compelled the people to put these ornaments onto the market. Silver makes a tableware which is unequalled by any other, and a little encouragement would make every American dining table filled with articles of the white metal.

There is nothing more comical than the after-light which the wreck of the Zeppelin balloons has thrown upon the war scare in England. A few weeks ago men who have shrieks constantly on tap for any possibility had the British public trembling over the possibility of Germany throwing an army into England by means of the Zeppelin balloons and conquering the right little island in a campaign of a day or two. Any one who thought for a moment on this saw the absurdity of such a proposition. The Zeppelin balloon was 700 feet long by 50 wide. This could not carry as many as 50 men. An invasion of England would not be attempted with less than 100,000 men; consequently, it would take at least 2,000 balloons to carry that number, with 2,000 more to carry their ammunition and extra supplies needed for even a week's campaign. Three thousand balloons of this size would require a large portion of Germany, and years would be required to train the men who would manage them. Then they would be, as the fate of Zeppelin's airship has proved, subject to all sorts of accidents from high winds, lightning and collisions. All military men of today see that the Zeppelin type of an airship is hopeless for military purposes. It is too big, cumbersome, requires too much storage and care, and is absolutely unreliable for military purposes, since it must encounter the greatest dangers